

TUESDAY, FEB. 21, 1887.

RAILWAY

FROM BOSTON TO OGDENSBURG.

The following article, prepared in answer to a letter of inquiry from gentlemen in Ogdensburg, to J. M. McDuffee, Esq., of Bradford, has been deposited with the Secretary of the State Internal Improvement Society. We publish it for general information. Mr. McDuffee has no claim to the character of a literary man: "ah," said he to us, "we had no grammar in my school-days—old Dilworth taught all." Nevertheless, Mr. McDuffee is an experienced engineer, and his intimate knowledge of the topography of this section, has enabled him to give much valuable information.

To A. C. Brown, E. B. Allen and others, Ogdensburg, N. Y.

GENTLEMEN: Your letter, dated the 20th ult., requesting my views in relation to the important object of opening a direct communication, by a railway, from Boston, the emporium of New England, to the outlet of the great western lakes, at the head of the river St. Lawrence, I received with much satisfaction, and will endeavor to give you my views as far as I am capable.

I. By giving you a short history of the original cause of the enterprise, which has been done and is doing to bring the matter into public view.

II. What further may be done to obtain subscriptions to the stock.

III. Show the profits to the patriotic stockholders who advance the money to complete the work.

And finally: The original cause of the enterprise is to be found in the last war. The cost of transporting the munitions of war from the seaboard in New-England, over hills and mountains and through lakes, swamps & wood lands, to Canada line, led me to think that a water communication, leading through New-Hampshire and Vermont into the northern and western lakes, would be of great importance to the United States. From my knowledge of the country that I had previously obtained from surveys I had made of lands and roads in different sections of the route, I thought the thing might be possible. In the years 1816-17 & 18, I examined the different valleys in both states, where I thought it was probable that a water communication might be obtained; and in the fall of 1818 I made a survey, at my own expense, across the height in New Hampshire, to connect the waters of Connecticut river, by a canal, with the waters of the Merrimack, by Baker's river, at Plymouth. I engaged Dan Young, then an honorable senator of New Hampshire, to explore and examine the route, and report the facts to the Hon. Ichabod Bartlett, of Portsmouth, N. H., who was at that time appointed an agent by Gov. Plummer to receive such information, by communication of internal improvements, as might be made in the different sections of the state, and to lodge the same with the United States, in order to receive from the U. S. bank for internal improvements in the states. This report was made by Mr. Bartlett to the legislature at Concord, in June 1819, which was the first information given to the government of the aforesaid route.

In the year 1819 a grant was made to connect, by canal, Winnipicogee lake through Squam lake with Merrimack river at Plymouth, near the mouth of Baker's river; and in the year 1824 the grant was extended by Baker's river to Connecticut river. The grant was either for a railway or a canal. This was the first railway grant on the route. Canals at that time were thought the most practicable method of transportation; the benefits of railways had not then been brought into public notice. The grant was called the Grafton canal and, if completed, it would have opened a water communication from Connecticut river by Baker's and Merrimack rivers to Concord and through the Middlesex canal to Boston, which is one of the proposed routes for the railway.

In the winter of the same year, I made a communication to the War Department at Washington, by the Hon. Thos. Whipple, M. C., from N. H. and the Hon. Daniel Webster, of Boston, that a canal or water communication could be extended from Boston, on the route aforesaid to Connecticut river, and by Passumpsic river to Lake Memphremagog in Canada; and that there was a probability that a water communication could be found by Montpelier down Onion river into Lake Champlain. On this information being given in Boston by the Hon. Daniel Webster, a convention was called and a committee chosen to convene at Concord, N. H. with such inhabitants of that state as wished to promote this great enterprise; but not meeting with the encouragement from some of the inhabitants of N. H. expected, the committee turned their attention towards making improvements from Boston, westerly, in their own state, towards Connecticut river.

Gov. Clinton being at Washington the same winter, and seeing the communication that I had made, and lodged at the War Department, solicited his son Dewitt Clinton Jr., who was appointed a civil engineer, to call on me for an assistant, and to examine the several canal routes proposed, as far as time would admit that season, by actual survey; which was done as far as possible in the summer of 1825, and a report was made to the War Department in the winter following, from which, together with other surveys made that summer and previous by private subscriptions, it made it certain that a water communication could be opened thro' New England into the northern and western lakes. The Erie canal having been opened in its whole extent from New York to the river, New England was all alive to the enterprise, and the government of the U. S. at that time being friendly to internal improvements, the next summer sent Col. John J. Abert, with eight engineers under his command, to make further surveys and examine the several routes applied for to the U. S. Government to be surveyed, either for canals or water communications, from the mouth of Connecticut river to the mouth of Kennebec river inclusive, and from the sea shore through New England to Canada line and to Lake Champlain, and to extend the surveys made the year before by Mr. Clinton in Vermont, into New Hampshire to Winnipicogee lake, a survey having been previously made from that lake to the tide water at Dover, a distance of 29 miles. Col. Abert, after examining the routes, ordered Lieut. Macomb, one of the engineers, to make a survey from Connecticut river at Haverhill, by Otter stream, Baker's river and Squam lake to Lake Winnipicogee; and I was employed by the state of N. H. on its part to assist Lieut. Macomb in making the survey last aforesaid, which was done in part in the year 1826.

In the year 1827, Gov. Clinton and the Hon. James Hillhouse called on me to give them a history of the surveys I had assisted in making with Clinton and Macomb, the two years previous, together with a topographical description of the whole country from Canada line to the sea, through Vermont and New Hampshire. When done, Gov. Clinton observed to Mr. Hillhouse that he knew all about the country between Ogdensburg and Lake Champlain, and

he thought a canal was practicable, and would be a fine thing for the north part of the state of New York; that, if it was carried through New-England, it would eventually prove to N. England of similar advantage that the Erie canal was to the state of New York, and make Boston in commerce second to the city of New York, as well as be of great importance to the United States as a military communication through New England into the Northern and Western lakes.

In the years 1827-28 Lieut. Macomb was ordered by Col. Abert to survey another route applied for from Kennebec river, in the state of Maine, by Androscoggin river and river La moille into Lake Champlain, across Vermont and New Hampshire, north of the proposed railway route. Not being satisfied with the route, he returned in the fall of 1828 to have me show him the summit levels of the route across the state, surveyed by Clinton, also of the routes to be surveyed from Montpelier, by Wells and Waits rivers, to Connecticut river. He gave Wells river the preference for a canal and Waits river the preference for a railway, on the examination of both.

Macomb expected to return in the spring to make the survey from Montpelier by Wells river to Connecticut river, and finish the survey he had commenced in New Hampshire, from Haverhill by Baker river to Merrimack river and to Winnipicogee lake, as a plan of a canal route could then be made from Boston to Burlington, and a water communication from Portsmouth and Dover, through Winnipicogee, to unite with the canal route at Plymouth, N. H. He also stated that if a canal should be opened he had no doubt that Government would take a good share of the stock, as it was considered a great object at the War Department to have a canal communication from the Navy Yard at Charlestown into Lake Champlain. He also stated that he had no doubt but that the cost government was at in transmitting munitions of war into the lake, in the last war, would have built the canal.

In the summer of 1829-30, J. D. Graham was sent, with three engineers under his command, instead of Lieut. Macomb, to make and complete the surveys aforesaid through Vermont and New Hampshire; and I was called on again, as an assistant and civil engineer, both on the part of N. Hampshire & Vermont, to make the surveys through both states, and complete the survey begun by Macomb in '26, and finished by Graham in 1829-30.

I will here observe that it is an universal practice throughout the United States, to have the states on the route furnish the U. S. engineers with an assistant, who is well acquainted with the topography of the country thro' which the surveys are to be made. I wish further to observe that, from the former surveys made by the U. S. engineers in 1825-26-27-28 and '29, on the different routes through New England, this was thought to be the best and most feasible route, at the war department, for a canal to the sea; otherwise the department would not have sent Capt. Graham, one of their best engineers in the service, again, in 1830, to make and complete the surveys. This route must in general prove best for the railway, with the exception of Waits river instead of Wells river.

From the successful experiments repeatedly made, in this country and Europe, during the seven years then last past, by having locomotive engines run on iron rails, it was thought by the public that railways were a great improvement on canals; and in October, 1830, a convention was called at Montpelier, for the purpose of taking into consideration the proposed railway from Boston to Ogdensburg, in lieu of the canal. At that convention a committee was chosen to examine and report to the public the practicability of a route, which report was made and published, and was favorable to the enterprise. The committee reported the practicability of two routes between Montpelier & Concord: the one by White river in Vermont and by Mascomy & Blackwater in N. H., which I shall call the south route; the other by Waits river in Vermont and Baker's and Merrimack rivers in N. H., which I shall call the north route. The committee found, by estimating the several distances on both routes, the North route to be a few miles the nearest, but gave no preference, and recommended the survey of both routes. On the supposition, however, that both routes are equal as respects a direct communication between Montpelier and Concord, there are some considerations favorable to the north route that ought to be thought of in locating a rail route, viz: by laying the railway on the north route in N. H. you connect a water communication from the valley of Baker's river through Squam and Winnipicogee lakes to Portsmouth in the eastern part of N. H., & by railway thro' the whole of the state of Maine, uniting with the railway at Plymouth, N. H. on the eastern side of the White Mountains; and by laying out the railway by Waits river, on the north route in Vermont, you convene the whole valley of Connecticut river, while by laying the railway on the south route you only convene the inhabitants below the mouth of White river, as the distance from White river up the valley of the Connecticut to the mouth of Waits river is 27 miles, thence on the north route to Montpelier 37 miles, making the whole distance 64 miles—the same that it is called from the mouth of White river to Montpelier on the south route. You also oblige the inhabitants of north of Waits river to go 84 miles instead of 30 to get to Montpelier by the railway. This is in addition to the great obstruction to a railway into the state of Maine, which must come into the valley of the Connecticut north of Waits river.

Here I will observe that a railway is now in contemplation through the whole valley of the Connecticut—and as the railway from said valley to Ogdensburg will enable the inhabitants of the whole valley to pass through Waits and Onion rivers into the western lakes, the roads thus located must be of great benefit to each other. I will further state that a railway is now laid out, and a great part of it completed, from Boston west to the valley of the Connecticut, which will carry the route to the river, and thence thro' Vermont into the lakes. I will also observe that a railway is now completed from Providence, R. I. to Boston, which will enable the inhabitants of Rhode Island to pass thro' Boston to Ogdensburg; also a railway from Boston to Lowell is made and completed, and the grant extended to Concord, the stock taken up, the surveys principally made, and it is supposed will be completed in about two years, which will open a railway on the direct route towards Ogdensburg nearly 70 miles. I will further observe that a railway is in contemplation from Boston on the coast to Portland, Maine, thence to Belfast, and from thence to Quebec, L. C. The surveys are now making through the whole route. If this railway is completed, a railway will surely be extended from Belfast on the coast into the eastern province of New Brunswick, and by a railway from Portland Me. to join with the Ogdensburg railway at Plymouth N. H.—which route I know to be practicable from a survey I formerly made for a road through that country—a communication would be opened through the whole state of Maine. Let this join the great national railway at Plymouth N. H. and pass thro' the deep valley of Baker's river into the valley of the Connecticut at Haverhill, about five miles above the mouth of Waits river at Bradford, Vt.—there unite with the additional improvements in the whole valley of Connecticut river, and pass thro' the valleys of Waits and Onion rivers—thus the whole of N. England states will unite with the transportation from the city of N. Y. thro' the northern canal,

and the whole pass thro' the north part of N. Y. on the great national railway to the outlet of the western lakes: thence thro' them to the far west, or by the railway in Upper Canada, now in contemplation, for uniting Lake Ontario with Lake Huron, thro' a fine fertile and level country. Thus you have the means by which you might pass thro' in a day to the shores of Lake Huron, and by a direct route across the lake in a steamboat, you can pass to the falls of St. Marys, or to the outlet of Lake Michigan, in another, making only about three days from Boston to the old fort of Michilimackinac, where the news of the declaration of war did not reach for nearly three months after it was declared in June 1812. The railway in Upper Canada will be completed by that province as sure as time exists, as it makes a saving of 8 or 10 days sail from Buffalo, and ten or twelve from Ogdensburg, in passing the circuitous route thro' Lake Erie to get into Lake Michigan. By the great improvement of the Welland canal, round the falls of Niagara, Boston will get the trade of Lake Erie sooner than New York can by the Erie canal, together with four or five western states and the far west, tapping the rivers Ohio, Wabash, Illinois and the Mississippi at their heads, and opening the jugular vein of their commerce to flow through these great lakes to Ogdensburg, and by the national railway to Boston.

I have then given you a history of what has been done and is now doing, in New England and in Canada, by those who are awake to the enterprise; but as there are some asleep, who would be well wiser if they had any belief in the accomplishment of the object, it may be necessary to show them what may be done, agreeably to the second proposition.

II. To show what may be done, it becomes necessary to have a plan & survey of the whole route from Boston to Ogdensburg: then I would show

1 That a merchant in Boston, having his goods from Europe & India on the wharf one day, can, by this route, have them the next day at Ogdensburg, ready to reship on the western lake;

2 That you can pass from Boston by this railway to Lake Champlain at Burlington, and thence by Montreal and Grand river to the Northern ocean, in less time than from the city of N. Y. or any other port in the U. S.

3 That by this railway goods from Europe can be transported from Boston into the western lakes & Upper Canada, more than a month sooner in the spring and later in the fall, than through the gulf of St. Lawrence; and more than a fortnight sooner in the spring and later in the fall than by the Erie canal—on account of ice in the canal and in the lake at the head of it, and the dangerous passage through the gulf of St. Lawrence in the spring and fall.

4 That goods from Boston, by this railway, can pass through Lake Ontario & the Welland canal into Lake Erie a number of days sooner any time of year than they can by the Erie canal from New York, and with less expense.

5 Show the reciprocal exchange between millions of inhabitants in North America in the east and west; that each one may enjoy the comforts and blessings of the other by this railway communication—the fish and salt of the east exchanged for the flour and pork of the west, the wool and butter of the west for the cotton and woolen manufactures of the east, the luxuries of Europe and the Indies for the skins and furs of the far west.

6 That the merchants from Ohio and other western states can pass with their goods thro' the lakes and by this railway to Boston and back, twice, in less time than they can do down the river to New Orleans and back once, and with less than half the expense.

7 Show that in transporting from Ohio, Kentucky, Michigan, Indiana, Illinois and Wisconsin, down the river thro' the warm climate to New Orleans, the flour, sores, the beef spoils, the pork taints and the butter and lard melt, when in transporting easterly, thro' Lake Ontario and this railway, it all would be carried to Boston in safety.

8 That the great Lake Ontario lies so deep in the earth that it does not freeze over in the winter, the surface of which is only 331 feet above the level of the ocean, and its bottom more than 250 feet below the ocean's surface—and by a covered railway from its outlet at Ogdensburg to Boston, goods can pass from Boston into that lake throughout the year.

9 That less money than it cost to build the Erie canal will build the covered railway the whole distance; and that the chimney of the steam car can be easily altered or amended so as to prevent any danger to the covering from the fire necessary to move the engine.

10 That the distance by the railway from Boston to Ogdensburg is less by 30 miles than from Albany to Buffalo by the Erie canal. The whole distance of the Erie canal is 363 miles.

11 That less than three millions will build the whole railway, and the income of it three years will cover the whole distance.

12 That by a covered railway, from Boston to Ogdensburg, Boston secures the trade of that great open lake through the winter, while the Hudson river, the Erie canal and the river St. Lawrence are all frozen over & asleep under their winter blankets.

13 That in transporting the railway cars across Lake Champlain in the winter on the ice, when the steamboat cannot run, horse power will well answer the purpose, or by steamboats with ice cutters an open channel may be kept thro' the ice—the distance being only about 10 miles.

14 That the cattle of thousands of hills and the flour, pork and butter of millions of farmers, can be transported from the great west to the ocean by this railway better than by any other communication possible at present known to man.

15 And lastly, to convince all of the fact: show the two great ranges of mountains or highlands, extending from north to south, thro' New England from Canada line to the ocean, and Connecticut river running the whole distance between, all parting the great western lakes from the eastern ocean. Then show the two great gulfs that nature has been digging out for thousands of years across these mountain ranges, leaving a deep valley in each range, to be improved by the industry of man, thousands of feet below the great mountain ranges: the one is where Baker's river runs thro' the White mountain range in the town of Rumney, N. H. between Stinson's mountain and Cardigan mountain; the other is where Onion river runs thro' the Green mountain range in Vermont, about 14 miles below Montpelier, between Mansfield mountain and Campbell's Rump. And yet any man does not believe what nature has done towards the accomplishment of this enterprise, let them see in these gulfs the marks of the water falls made by these rivers on the ledges in the sides of the mountains, hundreds of feet above their present beds, where each river now passes gently through its separate range, with a slow current, at the depth of the base of the mountains on each side—Baker's river running in a southeasterly direction through the White mountain range, and Onion river running in a northerly direction through the Green mountain range—making an opening through both for a communication either for a canal or railway to pass from the Atlantic ocean of the east. Those who will not believe in the completing of the railroad, after seeing all this, must be left in their unbelief. I pass to those who will not only believe, but advance the money to build the railway and receive the great reward, not only for their own benefit, but for the benefit of millions yet unborn. To those I would show the profits and reward of their enterprise, agreeably to the third proposition.

III. I would prove to them that this railway cannot be rivalled by any other in New England, as there is no place in N. H. nor in Vt. where the two great ranges of mountains are so completely cut thro' to their bottom as in the valleys of Baker and Onion rivers, and both pointing out a route in a good direction for loaded cars to run thro' the whole distance from Boston to Lake Champlain, without the help of a stationary engine.

I would also show that this railway, when completed, is not to be equalled in the known world, connecting more than 1000 miles of sea shore with more than 10,000 miles of lake shore, thro' these gulfs across the great mountain ranges in a distance of about 340 miles, together with the addition of an ever open lake of 190 miles more, thence by the Welland canal, [now opened for ship navigation], into the vast chain of lakes to the north and west, on the shores of which I will venture to say that hundreds of cities, towns and villages are yet to be built within one century.

I would further show the tonnage of the Lawrence—the tonnage and number of steamboats on the Ohio and Mississippi rivers—the tollage of the Ohio and Chesapeake, the Erie and Northern canals, and that the tollage of the Erie canal alone is more than a million this year, and increasing yearly, neither of which is but a drop in the bucket when compared with this railway.

I would lastly show them how the trade of this champion railway will cut off the head of the river St. Lawrence and enter the great lakes like a giant, taking the Ohio and Mississippi rivers by the foretop, and the commerce of the North, the West and far West, together with thousands of ships on the lakes to pass with their cargoes to Ogdensburg, from thence by thousands of tons daily, to pass on the great national railway to Boston; & instead of Boston being second to New York, it must become one of the greatest emporiums of the world.

I shall add no more at present, but remain yours, most respectfully,
JOHN McDUFFEE, Civil Engineer.
Bradford, Vt. Jan. 20, 1837.

An office-holder—D. A. A. Buck. Our Washington correspondent last week wrote us that Mr. Buck testified before the committee of investigation that he was a member of the legislature of Vermont. This was bad enough for an office-holder—holding a seat in the legislature, to which, by the constitution of Vermont, he was not entitled, and at the same time drawing pay from the General Government for services which he was not performing—unless, perchance, the real service for which government paid him was in fighting for "the party" here in Vermont! Indeed, we are not sure that he was entitled to pay, even on the last supposition: one of his greatest speeches in our legislature at that time was for an incorporation, with a capital of \$3,000,000. But bad as our correspondent represents Col. Buck, we find that another tells a worse story. The following is from the correspondent of the N. Y. Courier and Enquirer:

"They (the committee) have examined a Mr. Buck of Vermont, whose case accidentally came up before them, and is one of the numerous cases suspected to exist where individuals have received payment from the treasury, without performing any duty, and this case demonstrates the impossibility of making 'specific charges.' The examination of another witness led to the examination of Mr. Buck, from whose testimony it appears that in July 1835 he was appointed to a Clerkship in one of the public offices of this city, at a salary of twelve hundred dollars per annum; that he was elected a member of the Legislature of Vermont, where the party required his services; that he acted in the capacity of a legislator for five or six weeks, and came to Washington about the first of December—that he received payment out of the treasury from July until December, deducting the five or six weeks that his own state paid him, thus pocketing three or four hundred dollars for services rendered, whilst he was comfortably enjoying the summer's breezes in the beautiful Green Mountains of the patriotic state of Vermont."

Notwithstanding the particularity of the above account, we are inclined to think our own correspondent in the right, both because his account is more favorable to Mr. Buck,—who was once certainly a very good anti-Jackson man, and withal a very strong political friend of ours, to say the least,—and because it better agrees with the knowledge we previously had of the matter. Near the close of the session of our legislature, in 1835, Mr. B. informed us that he had received an appointment as Clerk at Washington, with a handsome salary; that he should give up his seat in the legislature and soon leave Vermont. Our impression is that he did not leave his seat, though he perhaps did ask leave of absence. However the fact may be as to this point, we suppose there can be no question of the impropriety of government in paying him for services which he did not perform. While on this subject we wish to say that we have been told that Col. Buck was at Chelsea in September last—that he voted at the state election, and that he was exceedingly active at the polls, particularly concerning the qualification of a person whose right to vote was then, and is now, seriously doubted. Whether or not the committee will take such matters into consideration, we do not know; it seems to us, however, that the people will not relish a course of things like this.

R. M. Whitney—again. This man has published a card in the Washington Globe, concerning his affair with Peyton in the committee room, and the result has been that Peyton has taken up the matter in the House and proved Mr. Whitney's card false. Peyton was angry and used harsh language, for which he apologized to the committee; but did not draw any weapon. Whitney deliberately insulted him, and the committee unanimously refused to receive his insulting answer to Peyton's question.

A memorial is about to be presented to Congress, from Upper Canada, praying the repeal of duties on Canadian produce and allowing a drawback on goods imported into the U. S. destined for Canada.

*From the Montreal Herald of the 25th ult. we learn that the company has been already incorporated to build the road and the committee of the provincial legislature have just reported to increase its capital to \$500,000. There seems every probability that this road, 138 miles in length, will soon be built.

From Washington.

MONDAY, Feb. 6.

This is petition day—derisively called "black Monday," as it is the day on which hosts of memorials are poured into Congress on the subject of slavery. Monday the 6th was distinguished, as a day above all others for excitement in both houses of Congress.—In the Senate, a very large number of petitions for the abolition of slavery in the District were presented by Messrs. Tipton of Indiana, Prentiss and Swift of Vermont, Ewing and Morris of Ohio, Wall of New Jersey, Knight of Rhode Island, Buchanan of Pennsylvania, and Davis and Webster of Massachusetts. Mr. Calhoun objected to their reception—a debate ensued, in which Messrs. Calhoun, Tipton, Ewing of O., Swift, Wall, Buchanan, Morris, Hubbard, Preston, Southard, Benton, Webster, Culbert and King of Geo., took part.—As we intend to publish this debate hereafter, we shall only remark now that Messrs. Webster and Southard asserted that Congress had already exercised the power to regulate the commerce in slaves among the states; Mr. Calhoun maintained that slavery was not an evil in the present state of society; and that Mr. Rives of Virginia admitted that it was an evil: these few words comprise the gist of much of the irregular but interesting discussion in the Senate. Mr. Bayard moved that the question of receiving the petitions be laid on the table: carried.—

Yeas—Bayard, Benton, Black, Brown, Buchanan, Calhoun, Clayton, Culbert, Ewing of Ill., Fulton, Grundy, Hubbard, Kent, King of Ala., King of Geo., Linn, Lyon, Moore, Mouton, Nicholas, Norvell, Page, Preston, Rives, Robinson, Ruggles, Sevier, Strange, Walker, White, Wright—31.

Nays—Davis, Ewing of Ohio, Hendricks, Knight, Morris, Niles, Prentiss, Robbins, Southard, Swift, Tipton, Tomlinson, Wall—13.

We have put the names of Senators from the free states, who voted in the affirmative, in *italic*; it seems they are all Van Buren men. Only five V. B. men voted in the negative.

In the House was presented such a scene as was never before witnessed in Congress—an account of which we have copied from the Boston Atlas. (See first page.)

TUESDAY, Feb. 7.

In the Senate, Mr. McKean of Pa. presented various remonstrances against reducing the duty on foreign coal. A message from the President, relative to Mexico, asking an act authorizing the making of reprisals, was received and referred to the committee on Foreign Affairs. The restrictive land bill was ordered to be engrossed, 24 to 16.

RESCINDING THE EXPUNGE.
Mr. Bayard laid before the Senate instructions, from the legislature of Delaware, that the Senators of that state introduce and sustain a resolution rescinding the expunging resolutions, which were brought in by Mr. Benton and recently adopted by the Senate. Mr. Bayard said it would be improper to comply with the instructions at this session of the Senate, but he gave notice that he should, at the next session, bring in rescinding resolutions—that he should continue to bring them in every session, until they were adopted or so long as he held a seat, and he trusted that the Senators that should succeed him would follow the example, believing, as he did, that the expunging resolutions were contrary to the feelings of the nation. [We rejoice at this measure—we had ourselves tho't of suggesting it, as strictly constitutional and as absolutely demanded in defence of the Constitution.]

The House spent the day in debating the "privileged question"—or, in other words, considering what was to be done with John Q. Adams, for inquiring of the Speaker whether a petition of slaves came under a certain rule of the House! There were sundry resolutions and motions presented touching the matter—some to censure Mr. A., some declaring that he ought to be censured, and others that he is censured. Of course there was an almost infinite diversity of opinions, and what the result will be is matter of guess work. We guess the hot-blooded southerners will suffer their wrath to be evaporated, and that Mr. Adams will come off the victor.

WEDNESDAY, Feb. 8.

In the Senate, Mr. Webster presented the memorial of about 1500 merchants of N. Y., for a national bank. Mr. W. said his views were now what they had been on this matter, but that he had determined not to move on the subject until it was demanded by the united voice of the people; he also said that he believed a change would sooner or later take place in the views of gentlemen opposed to him, and then they would properly introduce this subject. At 20 minutes past 12 o'clock, the Senate repaired to the House, to canvass the votes for President and Vice President of the United States, and returned at half past three o'clock, when Mr. Grundy, from the joint committee reported a resolution for a committee to inform Martin Van Buren of his election as President, which was agreed to.—Mr. Grundy also introduced a preamble and resolution, setting forth that there had been no election of Vice President by the electors, and that the Senate now proceed to elect a Vice President, the Secretary calling on the Senators in alphabetical order to name the candidate for whom they voted—all which was agreed to, and

RICHARD M. JOHNSON.
of Kentucky, was elected Vice President for four years after the 3d of March next, by the following vote:

For Richard M. Johnson—Messrs. Benton, Black, Brown, Buchanan, Culbert, Ewing of Illinois, Fulton, Grundy, Hendricks, Hubbard, King of Alabama, King of Georgia, Linn, Lyon, McKean, Morris, Mouton, Nicholas, Niles, Norvell, Page, Parker, Rives, Robinson, Ruggles, Sevier, Strange, Tallmadge, Tipton, Walker, Wright—33.

For Francis Granger—Messrs. Bayard, Clay, Clayton, Crittenden, Davis, Ewing of Ohio, Kent, Knight, Prentiss, Robbins, Southard, Spencer, Swift, Tomlinson, Wall, Webster—16.

Absentees—Mr. White of Tennessee, and Messrs. Calhoun and Preston of South Carolina.

On comparing this vote with the table below, the following facts will be observed: that the Senators from Georgia, Indiana and Virginia, Mr. Grundy of Tennessee, and Mr. Morris of Ohio voted for Col. Johnson, and their states voted against him—all which Senators are Van Buren men; that the Senators from R. I. and Mr. Tomlinson of Connecticut (Whigs) voted for Mr. Granger, and their states against him; that Mr. Wall (V. B.) of N. J. voted with his state and for Mr. Granger; and that Messrs. Moore and Black, (Whigs) voted for Johnson; and that both the Senators of Michigan voted for Mr. Johnson, and their votes were counted. Had all the Senators voted, and according to the voice of their states, excluding Michigan, the result would have been 26 for Col. Johnson and 24 against him.

In the House, a message was received from the President relative to the exploring expedition, in which he expresses a hope that all facilities will be granted. [A very gentle hint to the faithful to vote for supplies, Cambreleng and Jarvis to the contrary notwithstanding.]

ELECTION OF PRESIDENT OF THE UNITED STATES.

The hour of twelve having arrived, and messages to that effect having been interchanged between the two Houses, the Senate in a body, entered the Hall, preceded by their President and Secretary, and were received by the Members of the House standing uncovered.

The President of the Senate presided, the Speaker of the House sitting on his right hand. The Tellers, Mr. Grundy of the Senate, Messrs. Thomas and Lincoln of the House, having taken their seats, the return of electoral votes from each State was opened, read, and recorded, the result of the whole number of votes being as follows:

FOR VICE PRESIDENT. PRESIDENT.

Number of Electors for each State.

For Martin Van Buren, Daniel Webster, Wm. H. Harrison, Hugh L. White, Willie P. Mangum, For R. M. Johnson, Francis Granger, John Tyler, William Smith.

10 Maine 10 10
7 N. Hampshire 7 7
14 Massachusetts 14 14
4 R. Island 4 4
8 Connecticut 8 8
7 Vermont 7 7
42 New York 42 42
8 New Jersey 8 8
30 Pennsylvania 30 30
3 Delaware 3 3
10 Maryland 10 10
23 Virginia 23 23
15 N. Carolina 15 15
11 S. Carolina 11 11
11 Georgia 11 11
15 Kentucky 15 15
15 Tennessee 15 15
21 Ohio 21 21
5 Louisiana 5 5
4 Mississippi 4 4
9 Indiana 9 9
5 Illinois 5 5
7 Alabama 7 7
4 Missouri 4 4
3 Arkansas 3 3

Total, 167 147 36 11 144 77 47 23

Michigan counted 3 3

291 170 147

After the counting of the votes was completed, and the result declared—

The President of the Senate proclaimed that Martin Van Buren was elected President of the United States for four years commencing the 4th day of March next; and that for Vice President no person voted for had a majority of the whole number of votes; R. M. Johnson and Francis Granger being the two highest on the list.

And thereupon at an early hour the House adjourned.

THURSDAY, Feb. 9.

In the Senate, Mr. Swift presented an abolition memorial from Vermont—Mr. Calhoun objected to its reception—and the question of reception was laid on the table, 23 to 12. Mr. Calhoun, on leave, introduced a most singular bill, the object of which was in effect, to give the public lands away to the states in which these lands lie. Mr. Robinson (of Ill.) moved to refer it to a select committee, and Mr. Walker (of Mississippi) wished it to go to a committee, the mean time saying that he was against spoliation on the public property and against injustice to the old states. Mr. Niles (of Connecticut) was against this bill—he had voted for Walker's land bill "with fear and trembling." Mr. Webster wished not that the idea should go forth to the country that a measure of this magnitude was to pass the Senate, and moved to reconsider the vote by which the bill had been ordered to a second reading. Mr. Calhoun wished for a reference and Mr. Brown (of N. C.) was for reconsidering.

Mr. Clay said that four or five years ago, this subject of the public lands was forced upon him, and he had devised a scheme full of equity. It received the votes of a majority of both Houses, and was rejected by the President. He had always considered the public domain, a sacred trust for the country and posterity. He was opposed to any measure giving away this public property for the benefit of speculators, and he was therefore opposed to this bill, as well as that which is to come up to-day, in its reading. He had himself labored bitterly in vain, to save this property, but he should continue to oppose these schemes. He implored the Senate to abstain from making these appeals to the new States, for the purpose of serving any particular party. He appealed to the Senator from South Carolina, who might not incur the suspicion of desiring to win over the States to serve some particular aims. He hoped that his own motives would be truly appreciated, when he made this stand against the scheme of giving away the public domain.

Mr. Calhoun said he had hoped that the votes of last session would have been followed up, and that the public lands might have been preserved; but it being now apparent from the votes given by the Senators from the middle and northern States, that this hope was vain, he thought it better to give up the property at once. It had been asserted here within two days, that the new Senators and states ought not to accept lands on conditions, when they would so soon have the power in their hands. So that these lands will be made the means of securing